

THE LOAN BILL ITEMS WHICH CARTER HAS PICKED OUT

GOVERNOR CARTER AGREES WITH SUPERINTENDENT HOLLOWAY THAT CERTAIN EXPENDITURES FOR THE ISLANDS ARE FOR THE GENERAL GOOD OF THE TERRITORY—DIFFERENT ITEMS WHICH WILL BE ATTENDED TO BY PUBLIC WORKS DEPARTMENT.

There has been a change of base on the part of Governor Carter in regard to the expenditures of public money under the Loan Bill which was passed by the last legislature.

This bill called for the expenditure of no less a sum than \$1,377,000, but in a letter written by George Carter to Treasurer A. J. Campbell, under date of September 13 last, he proposed to cut this amount down to \$750,000 and instructed the treasurer to proceed to procure the necessary data for the approval of the President to make the issue for the amount he named.

In the Governor's letter were the following paragraphs:

"I think you will agree with me that in the case before us we should not necessarily lay down the theory that no Territorial loan money should be expended upon road work of any kind, but rather that under the present bill, if we devote from those general appropriations which the Legislature has admitted were Territorial in every sense, and make any selections from those amounts which were apportioned to each island, we must then, in fairness, undertake a proportionate

amount of work in each of the other islands. "Therefore, instead of passing on the advisability and necessity of those appropriations, it seems wiser to limit our coming loan for the next two years to \$750,000.00, and to carry out the amount only of those appropriations that the Legislature itself considered to be for the benefit of the whole Territory."

It may here be explained that the Loan Bill, as it is familiarly called, is divided into several different headings, the moneys appropriated being arranged under the captions "General Appropriations for all islands" and then in turn, for Hawaii, Maui, Kauai and Oahu.

Thus it would appear obvious that when the Governor wrote that it would be advisable to carry out the appropriations "to be for the benefit of the whole territory," he had in mind only those which were included under the term of "General Appropriations." These appropriations, it may be noted, came in all to \$861,160.00.

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COUNTERFEIT MADE BY HAND

BAD TEN DOLLAR BILL IN BRECKONS' POSSESSION WAS DRAWN WITH PEN AND INK—INVESTIGATIONS GOING ON IN HONOLULU, SAN FRANCISCO, NAGASAKI AND MANILA—MUCH BAD MONEY PASSED IN NAGASAKI

The counterfeiting investigation started in the Orient than American, for every ed here when the transport Sherman paper certificate from Washington is was in port is going in four widely known to be just as good as gold it separated parts of the world. The au-self, and the scheme is thought to have authorities are working in Honolulu, Sanbeon to use the money in cities like Francisco, Nagasaki and Manila. The Nagasaki, where a more or less imperfect result is not unlikely to be an import-fect bill is easier to pass than it would tant exposure of making of bad Ameri-be here or in America. The attempt to can money in the Orient, in whichpass a bill here was very likely due to clever Japanese artists may play a large part. No money is easier to pass

(Continued on page five.)

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

The uniform success of this remedy has made it the most popular preparation in use for bowel complaints. It is everywhere recognized as the one remedy that can always be depended upon and that is pleasant to take. For sale by all dealers. Benson Smith & Co., agents for Hawaii.

MILLINERY OPENING.

Fall styles will be on exhibition Monday, Tuesday and Wednesday, October 23, 24, and 25th at N. S. Sachs Dry Goods Co. You are respectfully invited to attend. No cards have been issued.

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RUSSIA IN THE GRIP OF STRIKERS

(Associated Press Cable to The Star).

ST. PETERSBURG, October 25.—Over half of European Russia is in the grip of the striking railroad men. It is expected that by tomorrow the capital will be cut off from the outside world by way of the continent as the strikers are expected to be able to shut down every railroad line. This condition will also suspend postal communication.

Anarchy prevails at Riga where many have been killed and wounded. The government spirit shops have been looted and destroyed by the rioters. Two bloody conflicts between rioters and the soldiers occurred at Ekaterinoslav where volleys were fired at the mob by the soldiers.

TROOPS IN SANTIAGO

SANTIAGO-DE-CHILE, October 25.—A force of 3,000 troops has arrived here and order has been restored. The record of fatalities in the recent tax rioting will probably show that 60 persons were killed and 200 wounded.

PRESIDENT IS IN ARKANSAS.

LITTLE ROCK, Arkansas, October 25.—President Roosevelt arrived here today and was accorded a big reception.

MAYOR BELCHER LOCATED

THE NEW JERSEY EMBEZZLER FOUND IN QUEENSLAND PASSED THROUGH HONOLULU SOME TIME AGO.

NEW YORK, October 15.—William Henry Belcher, Mayor of Paterson, N. J., fugitive from justice and embezzler of more than \$200,000 from financial institutions, has been located at Yebri, Queensland, Australia. He is residing there with his old friend, James Robertson, a former Patersonian, who left home under similar circumstances more than fifteen years ago.

Leaving Paterson on July 31 last, Belcher boarded a train at Little Falls, three miles from Paterson. At Newark he boarded a train for the West, arriving in San Diego, Cal., five days later. He had shaved off his mustache and otherwise attempted to disguise himself.

Belcher passed several days at San Diego, and this fact assisted him in defeating an attempt at capture at the instigation of Governor Stokes and Prosecutor Emley when the ship on which he had engaged passage as "William H. Pitcher" was searched at San Francisco, and Honolulu. When placed under arrest in San Francisco, Belcher called upon his San Diego friends to prove his identity and they did so, claiming him to be a business man of that city. When the ship was en route to Honolulu, Governor Stokes called the Sheriff at Honolulu, informing him of the suspicions of the local authorities.

Again the vessel was stopped. Belcher had made a friend on board the ship or taken a confederate with him from San Diego. This man informed the authorities that the man they had picked out as Belcher was a San Diego business man on his way to Australia. The story was believed and Belcher once more escaped arrest.

PROFANITY CASE CONTINUED.

Eugene Devauchelle was arraigned before Judge Whitney this morning to answer to the charge of profanity. By his attorney W. T. Hawkins the defendant entered a demurrer to the complaint on the grounds that the complaint did not specify the nature of the profanity which Devauchelle was alleged to have uttered. The demurrer was overruled and the court allowed the complaint to be amended in order to specify the language. Devauchelle was alleged to have uttered rather uncomplimentary things about Sheriff Brown. The case was continued until tomorrow.

ARRIVING.

Wednesday, October 25.
Stmr. Claudine, F. Bennett, from San Francisco, at 12:30 p. m.

HILO.

Arriving, October 14.—Am. ship Falls of Clyde, Matson, for San Francisco.

SAUNDERS HELPED BELCHER

CLAIMED THAT HAS MASTER OF MANCHURIA NOT SPOKEN ABSCONDER WOULD BE ARRESTED

SAN FRANCISCO, October 17.—Captain J. W. Saunders of the Manchuria, who is in trouble with the Federal authorities over his naturalization papers which are alleged to have been forged, many also find himself in trouble with the police when he returns from his present voyage to the Orient.

When William Henry Belcher, the defaulting Mayor of Paterson, N. J., who has been located in Western Australia came to this city he took passage on the Manchuria, representing himself as a preacher named Pitcher. Detective Ed Gibson was watching the passengers boarding the steamship and arrested Belcher from a photograph sent from New Jersey. Belcher was indignant, claiming that his name was Pitcher, a preacher. He appealed to Captain Saunders and the captain told Gibson he had made a mistake, as he had known Pitcher for several years. On that positive statement Gibson allowed Belcher to leave with the steamship.

If Gibson had held his prisoner he would have been entitled to a reward of \$500 which was offered for Belcher's capture.

CLAUDINE HERE FROM THE COAST

STEAMER ARRIVED AFTER BEING OVERHAULED AT SAN FRANCISCO—MADE A FINE RUN DOWN.

Looking as trim and fine as a yacht the steamer Claudine, the rejuvenated vessel of the Inter-Island Company, arrived at 12:30 o'clock today from San Francisco. The vessel returned from receiving a thorough overhauling. She left here July 1 and during practically all of that time has been in the ship yards. She was given new boilers and was rebuilt so far as the superstructure is concerned. Her upper deck is similar to that of the steamer Kinau. The vessel left San Francisco October 17 and, although this was later than any previous boat the mail was not put aboard her. Her time was 7 days, 21 hours and 57 minutes, including an hour's stop to repair a small pipe leading to one of the pumps. She has been fitted with bilge keels.

Captain Bennett who went up with the vessel returned in command of her. The families of a number of the officers of the boat returned on the vessel. The vessel has about 600 tons of freight for this port. She is to go on the Maui run.

DOWDELL MAKES CHARGES AGAINST PILOT JOHNSON

SAYS THE ALAMEDA WAS UNDER THE SOLE CHARGE OF THE PILOT AT THE TIME OF THE DISASTER AND ANY NEGLIGENCE WAS HIS—NO FOG SIGNALS BLEW UNTIL AFTER THE ALAMEDA WENT AGROUND.

SAN FRANCISCO, October 13.—No

foghorns or danger signals of any sort were sounded until the Alameda grounded upon the rocks—such is the testimony of five witnesses examined before J. K. Bulger and O. F. Bolles, local inspectors of steam vessels, yesterday morning during the inquiry into the accident. Not a foghorn was sounded until the gallant vessel was hard and fast upon the rocks. Before the inquiry was begun a communication from Captain Thomas Dowdell, master of the vessel, was read charging that the neglect (if any) that caused the disaster lay with the pilot, Charles B. Johnson, as he was in full charge of the steamer when she struck.

This proceeding was taken on the advice of the inspectors to facilitate matters. The communication reads as follows:

Messrs. Bolles and Bulger: As master of the steamer Alameda at the time the same was stranded at Fort Point, on the morning of the 30th day of September, 1905, I hereby prefer charges against the pilot, Charles B. Johnson, whose license is No. 23,854, nineteenth issue, date October 16, 1902, and state that, at said time, said pilot was in sole charge and command for the purpose of navigating her through the Heads, being under special employment of the steamship company for that purpose, and the fault or neglect, if any there be, in the navigation of said vessel, which resulted in said stranding, was the fault, or neglect of said Charles B. Johnson, and no other. And I respectfully ask that the said Charles B. Johnson be summoned before this board to answer to this board in such manner as in law and justice is meet and proper. Respectfully,

CAPTAIN THOMAS DOWDELL.

Master Steamship Alameda.

The stories told by First Mate P. Anderson, Third Officer Lewis S. Jordan, Surgeon E. J. Rice, Quartermaster John Ellis and Lookout T. Olson all agree with Captain Dowdell's version. Following is Captain Dowdell's official report of the grounding:

At 11 a. m. we left pier No. 7 with Pilot C. B. Johnson on board. I backed the ship out from the wharf

and straightened her up along the wharves. I then told the pilot to take her and steady her up to suit himself and he answered, "All right, captain," and from that time he alone directed the course of the ship until she struck.

About halfway between Alcatraz and Lime Point a thick fog set in. I thought it was only a bunch that would pass away. It partially cleared for a few seconds and we saw high land on the starboard bow, but it got thick again. I remarked to the pilot that we ought to hear Lime Point whistle. He answered yes, but we heard nothing, except for what I took for a steam launch as it was a sharp whistle on the starboard side. Shortly after this the pilot ordered the wheel to starboard but how much I do not know as I was on the starboard side of the bridge, keeping a lookout and listening for the foghorns and other signals. But I heard him call out "Steady." A very short time after this First Officer P. Anderson from the forecastle head sang out "Fort Point right ahead, sir," and at the same instant the pilot ordered the wheel hard port.

I went to the port side of the bridge and heard the whistle for the first time. Then the vessel struck and the pilot ordered the engines stopped. I then took charge and sounded distress signals and ordered the boats swung out and the bilges sounded, finding the wells dry. I then sounded around the ship and found three fathoms forward and three and one-half amidships and four and one-half under the beam. I had all passengers transferred to the steamer Golden Gate, which came to our assistance. At high water we tried to back off with our own engines but could not move. Later four tugs tried, but she would not move then.

From the time we left the wharf until the ship struck Lewis S. Jordan, third officer was on the bridge in charge of the engine-room telephone and also passed the word from the pilot to the man at the wheel. I was also on the bridge from the time she started to the time she struck, but gave no orders or even suggestions regarding the steering of the vessel after turning her over to the pilot.

GOES TO JAPANESE LINE.

F. R. Newton, who for five years has been chief steward of the liner Coptic, has left the service of the Occidental and Oriental Steamship Company to take charge of the steward's department on one of the Toyo Kisen Kaisha liners. He will return to the Ori-sha liners. Newton is considered one of the best stewards on the Oriental run. He will be succeeded by C. Sewall, who has been acting as assistant port steward for the Pacific Mail Company.

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